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SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

REPORT NO.

## INFORMATION REPORT

CD NO.

25X1A

COUNTRY East Germany

DATE DISTR. 27 April 1953

SUBJECT Construction of Slips for VVB Hochseeschiffbau Warnow Werft and VVB Hochseeschiffbau Mathias Thesen Werft

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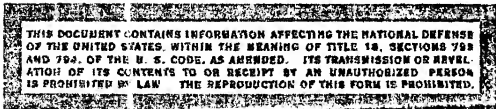
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REPORT NO.

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SOURCE

1. At the beginning of 1951 negotiations took place between the DDR Ministry for Machine Construction, the Office of Reparations, and Transmasch Bleichert & Co., Leipzig, and the representative of the Five Year Plan. Bleichert was represented by (fnu) **Leonchenkov** who acted as general director, and (fnu) **Samet**, the technical director. It was decided at the meeting that two slips (Hellinganlage), one for the VVB Hochseeschiffbau Warnow-Werft (VW3), Rostock, and one for VVB Hochseeschiffbau Mathias-Thesen-Werft (VW3), Rostock, are to be constructed in the shortest possible time.
2. The specifications for the slips for both shipyards are the same. The total support interval (Stützweite) of the bridge girders from one hinged support (Pondestütze) to the other is to amount to 122 meters. The bridge girder is to rest on a "firm support" (feste Stütze) in the middle with one hinged support at each end. In their systems (sic) the bridge girders are to be equal on the land-side and water-side of the slip, but the dimensions for the bridge girders differ because 24 cable cranes, each with a capacity of 12.5 metric tons, must be installed on the water-side of the bridge girders.<sup>1</sup>
3. Bleichert, under the personal direction of Samet, assumed responsibility for making technical preparations for the projects. The shortage of skilled construction engineers forced Bleichert to request aid from other firms, among them Grohmann & Frosch, Leipzig; Pfeffer, Gispersleben; Stahlbau Rostock (sic) and VVB Stahlbau, Leipzig.<sup>2</sup> Technical preparations for the first phase of work on the project have already been completed, and work is in progress in the workshops of the following steel construction plants: Bleichert; Pfeffer, Gispersleben; Retschke, Leipzig; Stahlbau Rostock; and Köhn und Hildebrand, Dresden.<sup>3</sup> Since the profiles needed for construction are not available in the DDR because of present procurement difficulties (VVB Vesta Lachnute, Unterweilandenborn (VW3), can only roll Pappé I profiles up to 40 cm.), it was found necessary to choose and to develop combined cross sections (zusammengesetzte Querschnitte). The lack of wide-flanged I-beams (Pfeilerträger) made necessary the development of the combined cross sections, the dimensions of which are quite large, considering that pieces with reciprocal dead loads up to 1,400 metric tons will have to be joined.

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4. The construction is to be 128 meters wide, 68 meters high, and 306 meters long. It will be completely riveted. As a result of an error in planning, the Warnemünde slip will have to be constructed in the reverse (Spiegelbild) of the Wismar slip, a fact which will cause much difficulty and will delay completion of the project considerably. Because of the serious shortage of material, especially of rivets, only one side of the slip will be constructed for each shipyard, that is, one "firm support" and one "round support" (Rundstütze) with a support interval of 64 meters.
5. Preliminary project plans are far enough along so that assemblage of the first section of the construction can be completed in 1952. VVB ABUS Stahlbau Mannesmann (VEB), Leipzig, and Bleichert have been assigned the task of assembling the installation.

- 25X1A 1. ☐ COMMENT: It is worthy of note that no slip of such proportions has ever been built in Germany; the Deutsche Werft in Hamburg, which was dismantled by the English after World War II, was small in comparison to the slips planned for Warnemünde and Wismar.
- 25X1A 2. ☐ COMMENT: Grohmann & Frosch was the former name of VVB ABUS Stahlbau und Verzinkerei (VEB), Leipzig. Ernst Pfeffer was the former name of VVB ABUS Thüringer Stahlbau (VEB), Erfurt, Gispersleben. Stahlbau Leipzig is probably identical with VVB ABUS Stahlbau Mannesmann (VEB), Leipzig.
- 25X1A 3. ☐ COMMENT: Source is probably referring to Patschke, which is now called VVB ABUS Eisenbau Leipzig (VEB), Leipzig. Source may mean Kelle & Hildebrandt instead of Keth & Hildebrandt; the former is listed in available reference works as the present VVB ABUS Sächsische Brücken- und Stahlhochbau (VEB), Berlin-Niedersedlitz.

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